

Background

A certification of the metropolitan planning process is required under Title 23 U.S.C. Section 134, where it stipulates that the Secretary of the United States Department of Transportation (USDOT) shall certify that the Metropolitan Planning Organization (MPO) is carrying out a metropolitan planning process that adheres to all applicable federal laws.

The DCTC, in concert with the Orange County Transportation Council (OCTC) and Ulster County Transportation Council (UCTC), and as part of the Mid-Hudson Valley Transportation Management Area (TMA), underwent a mandated four-year federal certification review in late 2021. Issued on April 7, 2022, the [final certification letter and report](#) certified the DCTC's planning process. The overall TMA's certification was conditional pending some minor financial planning updates for the OCTC and UCTC transportation plans.

Since FHWA and FTA did not find any specific corrective actions for the DCTC during their review, we believe our 2022 federal certification satisfies the self-certification requirement for the TIP. However, we are providing this report as a courtesy to highlight key aspects of our planning program and address NYSDOT's TIP/STIP guidance.

A. Required Agreements

We rely on several agreements to carry out the federally prescribed metropolitan transportation planning process in Dutchess County:

- NYSDOT-DCTC Master Agreement (November 19, 1982): the original agreement between NYSDOT and Dutchess County; establishes the DCTC and identifies its responsibilities and procedures for seeking reimbursement for MPO related expenses.
- Mid-Hudson Valley Transportation Management Area (TMA) Memorandum of Understanding (March 7, 2006): provides a common understanding and structure for coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: the DCTC, the [Orange County Transportation Council \(OCTC\)](#), and the [Ulster County Transportation Council \(UCTC\)](#).
- Air Quality Conformity Memorandum of Understanding (August 20, 2010): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the Council shared with the [New York Metropolitan Council \(NYMTC\)](#) and the [OCTC](#). In 2013, the [Environmental Protection Agency \(EPA\)](#) designated Dutchess County as being in attainment of the 2008 ozone air quality standard of 0.075 parts per million (ppm), and in 2018, the EPA designated Dutchess as being in attainment of the stricter 2015 standard of 0.070 ppm.
- DCTC Written Agreement (March 16, 2011): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan transportation planning process in Dutchess County, as agreed to by the DCTC, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority.
- [DCTC Bylaws](#) (January 1, 2015): establishes the roles, responsibilities, and structure of the DCTC, including its voting membership, meeting protocols, decision-making

process, and procedures for adding new projects and changing existing projects on the TIP. The Bylaws also codify voting membership based on the 2010 Census-defined Urbanized Area. The Bylaws were modified in 2016 to allow for written ballots.

- [DCTC Public Participation Plan](#) (January 1, 2015): establishes the framework for public involvement during the development of the MTP, TIP, and UPWP and outlines standard public participation activities.
- [DCTC Title VI Policy & Complaint Procedures](#) (June 8, 2018): outlines the procedures used by the DCTC to process complaints under [Title VI of the Civil Rights Act](#).
- DCTC Performance Monitoring Agreement (June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies in support of federal performance-based planning and programming requirements.
- NYSDOT-DCTC Host Agency Agreement (ongoing 2022): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the DCTC through SFY 2031-2032. This new agreement builds upon similar agreements made for previous federal transportation laws such as [SAFETEA-LU](#) and the [FAST Act](#).

B. Planning/Technical

1. Unified Planning Work Program (UPWP)

The UPWP describes the planning activities to be carried out by the MPO within its planning area. The projects described in the UPWP implement policy recommendations and priority actions

identified in the Metropolitan Transportation Plan or are special requests from our members concerning current and long-term needs. In recent years these tasks have included safety assessments, local pedestrian plans, corridor management plans, and transit studies. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, sources of funds, and identifies which organization will perform each task. The DCTC updates the UPWP annually and is based on the State Fiscal Year (SFY) calendar. The current [SFY 2022-2023 UPWP](#) was adopted by the DCTC on March 1, 2022.

2. Metropolitan Transportation Plan (MTP)

Serving as our 25-year plan for improving transportation in the county, our current MTP - [Moving Dutchess Forward](#) - looks at the policies and infrastructure needed to remove barriers and expand access, considering safety, reliability, and basic needs. It also looks at equity to understand how access is different for some population groups and identifies communities where we need to carefully consider the effects of transportation decisions and investments. The plan establishes the following vision: 'By 2045, Dutchess County's transportation system will be safer, more reliable, resilient, and equitable,' and is organized around four goals:

1. Prepare a transportation system that can anticipate and adapt to changes in the population, economy, technology, climate, and travel behavior
2. Provide safe and convenient access for all people to housing, jobs, goods and service, and recreational

- amenities, regardless of age, ability, race, income, or mode of transportation
3. Promote smart transportation and land use policies and practices to remove barriers to access and support economic opportunity, environmental preservation, and improved quality of life
 4. Make transformative investments in our regional transportation system while maintaining fiscal constraint and leveraging private investment

To focus future investment on addressing identified barriers and expand access, the plan recommends a series of Transformative Packages and Transformative Projects

Transformative Packages

We identify ten Transformative Packages, which are holistic, ongoing investments to address the trends, barriers, and needs identified in the Plan. They are focused on maintaining safe and reliable access across all forms of travel and make up most of our expected investment, and include the following:

1. Road & Bridge Maintenance & Operations
2. Safety Improvements at High Crash Locations
3. Walking & Bicycling Improvements
4. Shared-use Paths & Rail Trails
5. Bus Service Improvements
6. Train Access Improvements
7. Congestion Management & Traffic Operations
8. Electric Vehicle Charging Stations
9. Complete Streets Corridor Studies
10. Land Use & Zoning Reform Incentive Program

Transformative Projects

We also identify eight Transformative Projects, which are specific projects that address the needs and barriers identified in the Plan. Most have been planned or are actively being planned, and include the following:

1. Market Street Two-way Redesign, City of Poughkeepsie
2. Arlington Main Street Redesign, Town of Poughkeepsie
3. Transit Services for the Harlem Valley & Northern Dutchess
4. Route 44/55 Arterials Redesign, City & Town of Poughkeepsie
5. Hopewell Junction Route 82 Redesign, Town of East Fishkill
6. Beacon-Hopewell Rail Trail, City of Beacon, & Towns of Fishkill & East Fishkill
7. Route 9/44/55 Interchange Redesign, City of Poughkeepsie
8. I-84/Route 9D Interchange Improvements, Town of Fishkill

See the plan's [Invest Section](#) for more information.

Federal Planning Factors

Federal regulations require that our transportation planning process be continuous, cooperative, and comprehensive, and provide for the consideration and implementation of projects, strategies, and services that address ten planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;

3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Public Participation

The plan was created as a digital product – designed to be explored online, and built to be flexible and interactive, with maps and visuals. Outreach for the plan included the website, an online survey, two virtual public meetings, an online Funding Priorities tool, emails, posters and other printed materials, social media posts, a phone comment line, presentations at municipal board meetings, and regular Planning Committee updates.

A 30-day public comment was held from June 14-July 16, 2021, and a summary of the MTP was prepared and mailed to the public

information mailing list, including local media; staff also held a virtual public information meeting on June 16, 2021. All comments were summarized and included as part of the plan prior to the DCTC's approval on July 27, 2021.

Consultation

To address the federal requirement for consultation, we carried out an agency consultation process that included reviewing relevant state, regional, and local plans and providing agencies an opportunity to review and comment on draft plan content. Interim sections of the plan were unveiled during its development, which also allowed us to gradually present data and ideas to the public and agencies.

Conformity

On September 23, 2021, the EPA confirmed that conformity had been determined for Moving Dutchess Forward and the current TIP, as part of the Poughkeepsie Ozone Non-attainment Area.

3. Transportation Improvement Program (TIP)

We approved the current [Federal Fiscal Year \(FFY\) 2020-2024 TIP](#) on June 27, 2019. The 2020-2024 TIP is financially constrained through FFY 2022 and conforms to the most recent New York State SIP as required by federal transportation law. The projects in the TIP sustain and reinforce the goals and priorities set forth in the MTP.

The 2020-2024 TIP was developed in consultation with member agencies, including local municipalities, state and county agencies, and regional transportation authorities. The TIP

includes an Environmental Justice analysis that identifies locations with focus equity population. We continued its use of visualization techniques by developing user-friendly project lists and maps for proposed projects. In addition, the TIP is made available to the public via our website and by paper upon request.

We publish an Annual Listing of Project Obligations, which provides the public with an overview of how and where Federal transportation funds are spent over the course of each passing fiscal year in the TIP. The FFY 2021 Obligation report was published on December 3, 2021.

4. Technical Areas

We work with member agencies and other interested parties on short- and long-range transportation planning activities. Recent highlights include our ongoing road safety assessment work, where staff conducts safety assessments of high-crash locations on county roads, and our local pedestrian planning initiative, where staff works with local communities to inventory existing sidewalks and prioritize ways to improve walking safety and access. In 2022, we completed its [Poughkeepsie 9.44.55 study](#) that developed design concepts to improve the 9/44/55 interchange and 44/55 arterials in the City and Town of Poughkeepsie.

5. Special Considerations in Transportation Planning Process

a. Title VI Policy

As a recipient of federal funding, we must demonstrate its compliance with Title VI of the Civil Rights Act of 1964 and the Environmental Justice provisions set forth in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed in 1994. Title VI prohibits the discrimination by recipients of federal financial assistance, including federal transportation funds, based on race, color, and national origin, or matters related to language access for Limited English Proficient (LEP) persons, while Environmental Justice builds upon this by adding low-income populations to the groups that should be protected from the adverse impacts of federally funded actions.

As part of their certification review of the DCTC, OCTC, and UCTC, FHWA and FTA identified no corrective actions about each MPO's Title VI process, and specifically found the DCTC to be in compliance with federal Title VI requirements.

Additionally, we continue to participate as a signatory to the NYSDOT Disadvantaged Business Enterprise (DBE) Plan, submits semi-annual DBE reports to the NYSDOT-Civil Rights Bureau. The MTP and TIP discuss special considerations such as Title VI and Environmental Justice, while the annual UPWP dedicates resources for staff work on these efforts.

The [DCTC's Title VI Policy](#), updated in June 2018, reaffirms its commitment to meeting federal non-discrimination requirements. The Title VI Policy also describes the step-by-step process the DCTC will use to process complaints.

i. Title VI/Environmental Justice Analysis

Equity is codified in federal law and policy. The [Civil Rights Act of 1964](#), one of our nation's landmark achievements, and specifically [Title VI](#), prohibits federally funded entities such as ours from discriminating against people based on race, color, and national origin. Other federal laws expanded upon these nondiscrimination requirements to protect people based on gender ([Title VII](#)), age (the [Age Discrimination Act of 1975](#)), and disability (the [Americans with Disabilities Act of 1990](#)). Executive Orders have broadened the scope of characteristics to include low-income and non-English speaking populations, while also compelling agencies to address Environmental Justice by identifying and preventing any disproportionately high or adverse effects of decisions on focus populations. As a recipient of federal funding, the DCTC must demonstrate compliance with these laws and regulations.

Non-Discrimination Policy

Our [Non-Discrimination Policy](#) establishes the DCTC's organizational policy on Title VI. It assures that no person conducting business with us will be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of our programs or activities based on the grounds of race, color, national origin, gender identity, sexual orientation, disability, age, language, income, or veteran status. The policy also establishes a formal process to address Title VI complaints.

ii. [Measuring Equity](#)

The DCTC's transportation plan, *Moving Dutchess Forward*, includes a detailed analysis of equity that is summarized for this

TIP discussion. We encourage readers to refer to the plan's [Transportation Equity](#) section to learn more about our process and findings.

For the plan, the DCTC uses data from the Census Bureau to locate focus populations in Dutchess County. These focus populations cover a range of characteristics including race, ethnicity, age, ability, income, language, etc. We look at census tracts to account for high margins of error in smaller geographies like block groups, and we rely on federal guidance and best practices to understand how we should identify focus areas and populations. For each tract, we create scores based on how much each focus population exceeded the county average. We then combine these scores into a single Equity Index. See our [Transportation Equity Map](#) and [Equity Methodology](#) document for more information.

Where are our focus populations?

The DCTC looked at focus populations separately and collectively. When viewed separately, we find the following:

- **Minority & Hispanic Populations:** The highest shares of Black residents are in the cities of Beacon and Poughkeepsie, followed by the towns of Fishkill, Poughkeepsie, and Wappinger. For Asian residents, we find high shares in the towns of Fishkill and Wappinger. And for Hispanic residents, we find the highest shares in the cities of Beacon and Poughkeepsie, Village of Wappingers Falls, and the Harlem Valley.
- **Older Adults & Youth:** The highest shares of older adults (65 and over) are in Rhinebeck (town and village), the City of

Poughkeepsie’s southside, and parts of Hyde Park and Pawling (town). We find the highest shares of youth (under 18) in parts of the City of Poughkeepsie and the towns of Poughkeepsie, Beekman, East Fishkill, and Red Hook.

- **Low-Income Populations:** The highest rates of poverty are in the City of Poughkeepsie – especially the northside, where almost a third of residents live in poverty. High rates of poverty are also found in parts of Amenia, Beacon, Dover, Hyde Park, Pleasant Valley, and Wappingers Falls.
- **Persons with a Disability:** The highest shares of persons living with a disability are in the City of Poughkeepsie and Town of Dover – each have areas where almost a quarter of residents live with a disability.
- **Foreign Born & Limited English Populations:** Six areas have high shares of foreign-born residents: the towns of Dover, Fishkill, North East, Poughkeepsie, and Wappinger, and the City of Poughkeepsie. Three areas have high shares of limited English proficiency households: the City of Poughkeepsie and towns of Fishkill and Wappinger.
- **Females & Veterans:** Neither of these groups are overrepresented in any specific area.

Knowing that people may share more than one focus characteristic, we then use the Equity Index to measure the cumulative vulnerability of populations and to better identify focus areas. By doing that, we find the following:

- Ten tracts have an Equity Index of 10 or above, about double the county average of 5.5.
- Seven of these tracts are in the City of Poughkeepsie, with the remainder in the City of Beacon, Town of Fishkill, and Village of Wappingers Falls.

- The two highest Equity Index values are 15 and 16. These tracts are both in the City of Poughkeepsie’s northside.

See Figure 12 of the TIP narrative for the location of these focus equity areas in Dutchess County.

iii. American with Disabilities Act (ADA)

The DCTC uses various visualization techniques to convey MPO related information, including extensive use of GIS technology, digital photos, and charts in the Plan, TIP, and other planning documents. These visuals supplement written portions of our plans and documents. The DCTC’s website also has a ‘listen to website’ feature that reads web content out loud to viewers (English only). Implementing the State’s ADA Compliance Plan for sidewalks and intersections was identified as a major recommendation in *Moving Dutchess 2*.

iv. Disadvantaged Business Enterprise (DBE)

Effective December 19, 2003, the DCTC reassured its compliance with the NYS Disadvantaged Business Enterprise (DBE) Plan, affirming that it will abide by the Plan’s requirements on the award and administration of federally assisted contracts. The DCTC submits Semi-Annual DBE reports on commitments/awards to NYSDOT. The DCTC also provides registered DBE firms with additional weighting during the RFP evaluation and selection process.

b. Private Bus Operations

In 2021, the DCTC, in conjunction with the Orange County and Ulster County Transportation Councils, completed a regional transit study for the Mid-Hudson Valley. Titled the [Connect Mid-Hudson Transit Study](#), this planning effort, which is still underway, seeks to identify ways to better coordinate and connect transit systems between the three counties, and also between the Mid-Hudson Valley and New York City and Albany metro areas. Private operators from across the region – who typically support commuter bus operations – have played an active and critical role in this planning initiative. During the project, they have participated in a variety of stakeholder meetings and project advisory committee meetings and have shared valuable operational and capital data to the project team. In addition to specific transit studies such as Connect Mid-Hudson, the DCTC includes private operators on its public information list.

c. Planning Factors

The DCTC continually integrates the ten federal planning factors into its planning process and work activities. In particular, the DCTC used the factors to develop the ten goals established in *Moving Dutchess 2*. These goals apply to all MPO activities including the TIP and local planning studies. Regarding economic development, the MTP recommends over \$1-billion in transportation projects during a 25-year period, with the goal of promoting a safe and effective system that supports the movement of people and goods in and around the County. The DCTC also supports the Dutchess County Planning Department work on economic development and tourism.

d. Congestion Management Process (CMP)

The [CMP](#), which is required by federal law, outlines a systematic method to address traffic congestion and multi-modal reliability across the region. On February 26, 2019, the DCTC adopted a new CMP for the Mid-Hudson Valley TMA. First developed by the TMA in 2005, and expanded upon in 2006 and 2011, the CMP establishes a four-step process to define, measure, and manage congestion. The new CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data.

The updated CMP includes a new mission statement and objectives, a summary of available data and tools, and corresponding performance measures. The CMP serves as a joint product of the TMA's three local MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The three MPOs will complete follow-up technical reports detailing various CMP-related analyses this year.

e. Public Participation Plan

The DCTC updated its Public Participation Plan in 2015, focusing on four main objectives: 1) Educate the public about the metropolitan transportation planning process in Dutchess County and the greater Mid-Hudson Valley; 2) Solicit substantive feedback from individuals and organizations during

the development of DCTC plans and studies; 3) Build consensus among interested parties and local stakeholders; and, 4) Provide interested parties with an opportunity to share their perspectives with DCTC members before decisions are finalized. The Public Participation Plan addresses activities involving the use of the internet and visualization to disseminate information, in addition to public review policies for key products. In accordance with federal guidance, a 45-day public comment period was held for the Plan.

In 2019, the DCTC completed a wholesale update of its website, which incorporates the use of ‘Plain Language’ to help convey information. The new site uses redesigned visual cues to improve the navigation experience and reorganizes how MPO information is presented. All DCTC reports and final work products are made available for download via Adobe Acrobat on our website. The website also includes essential information about the DCTC, its organization and responsibilities, and serves as our platform to provide updates on discrete planning projects (e.g. [Pawling Pedestrian Plan](#)). The website hosts an online public comment form that enables the public to comment on specific DCTC activities or general transportation issues. The DCTC’s website records approximately 14,500 unique visitors per year. Meeting dates, agendas, and summaries are also made available via the internet on our host agency’s Consolidated Calendar portal.

The DCTC also maintains an active public information mailing list that includes over 300 contacts, ranging from federal, state, and local elected officials, the public, transit and freight operators, human service agencies, local media, and consultants.

The DCTC will continue to use various visualization techniques to convey MPO related information; this includes extensive use of GIS technology, digital photos, and charts in the MTP, TIP, and other planning documents. The DCTC has expanded its use of hand-drawn artistic renderings to help visualize recommendations in three recent pedestrian plans.

[f. Coordinated Public Transit-Human Services Transportation Plan](#)

In 2021 the DCTC completed an update to its [Coordinated Public Transit-Human Services Transportation Plan](#) (“Coordinated Plan”). The DCTC organized the Coordinated Plan around the elements identified in guidance issued by the FTA and relied on previous planning work to identify current service gaps and possible strategies to improve service; this included the recent MTP and DCPT’s Transit Plan. The DCTC gathered input from local human service agencies through a written survey and roundtable discussions. In the survey, agencies were asked to identify the number of older adults and individuals with disabilities they serve and transport on an average day, and to provide information about trip destinations and purposes, and the type of equipment available (e.g., number of vehicles and their condition). For the roundtables, agencies were asked to describe current service gaps and offer possible solutions.

The Coordinated Plan identifies several priority actions including: the need to replace agency vehicles due to high operational tempos, the need to support agencies that provide transportation services outside Dutchess County, and the need to support agencies that serve areas with high concentrations



of disabled, elderly, and low-income population groups. In recent years, local human service agencies have implemented recommendations from the Coordinated Plan, by successfully using FTA Section 5310 funds to purchase of buses and vans to expand services.

C. Administrative/Management

1. Progress Reports

The DCTC regularly submits progress and expenditure reports to FHWA, FTA and NYSDOT, using an agreed upon reporting template.

2. Bills

The DCTC submits reimbursement payment requests to NYSDOT-Region 8 on a quarterly basis, adhering to the State Fiscal Year (SFY) calendar (April 1-March 31). Payment requests are typically completed within 30-45 days after each quarter, though the final request for the SFY (i.e. close-out) may require 45-60 days to process.

3. Audits

The Dutchess County Department of Finance conducts annual audits of the federally reimbursed programs managed by the Dutchess County Department of Planning and Development – our host agency. The Finance Department completed its most recent financial audit of the DCTC’s program in January 2022 for CY 2021 and showed no discrepancies.

4. Annual Program

The DCTC’s PL and FTA grants remain current and expects to close out its FTA grants through 2022-2023.

5. Budget

Dutchess County budgets are kept up-to-date and federal agencies are consulted and informed of proposed revisions to approved UPWP budgets.

6. Consultant Selection

The DCTC, being hosted by Dutchess County, follows the County’s procurement process to advertize and solicit for planning project proposals. The [Dutchess County Division of Central Services](#) uses the [Empire State Purchasing Group’s BidNet](#) system to issue RFP’s. During the 2022-2023 program year, the DCTC has or intends to issue three RFPs for consultant services: 1) Vulnerability Assessment of the Transportation System, 2) On-call Transportation Planning Support, and 3) Traffic Count Program. As specified earlier, the DCTC provides registered DBE firms with additional weighting during the RFP evaluation and selection process.

7. Central Staff/Host Relations

The DCTC reaffirmed its host agency relationship with Dutchess County and NYSDOT in 2022. Staff recruiting and hiring is done through Dutchess County and complies with New York State Civil Service procedures. DCTC staff includes a Transportation Program Administrator, Senior Planner, and Junior Planner, and

we have not experienced any issues with recruiting talented staff. DCTC staff also have the political support to accomplish their mission.

8. Decision-Making

The DCTC, acting as the local MPO decision-making body, is comprised of 16 voting members. Membership on the DCTC is based on a municipality's urbanized area classification, with the urbanized cities and towns serving as permanent voting members and the remaining towns and villages serving on a rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.

In addition, Dutchess County, NYSDOT, and the MTA serve as voting members on the DCTC, while FHWA, FTA, the New York State Bridge Authority, and Dutchess County Planning, Public Works, and Public Transit serve as non-voting advisory members. The DCTC's Bylaws specify the roles and responsibilities of its staff and committees, including voting membership, the conduct and content of meetings, and the decision-making process. The DCTC operates by consensus and requires a quorum of nine voting members to approve actions.

The DCTC is assisted by a Planning Committee that reviews plans and programs prior to adoption. The Planning Committee is responsible for providing agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other DCTC products. Membership on the Planning Committee is open to all 30 municipalities in Dutchess County.



The DCTC meets periodically to approve actions necessary in carrying out a locally driven, metropolitan planning process.

The DCTC also hosts and manages a Bicycle Pedestrian Advisory Committee (BPAC) to address walking and bicycling issues in the planning area and manages an inter-departmental Complete Streets Committee to promote ways to improve mobility and safety for existing and future transportation facilities. Lastly, the DCTC also hosts and manages a [Bicycle Pedestrian Advisory Committee \(BPAC\)](#) to address walking and bicycling issues in the planning area. The BPAC provides agencies, enthusiasts, and those with a passing interest in non-motorized travel to collaborate on issues and opportunities to promote walking and biking in the county.

Day-to-day DCTC activities are performed by staff at the Dutchess County Department of Planning and Development, which assumes primary responsibility for the development of the UPWP, maintenance of the TIP, coordinating local plans and projects, and producing the MTP. NYSDOT-Region 8 assists with



TIP maintenance, including processing changes through the eSTIP program.

9. Governance

The DCTC strives to make sure its planning program meets federal guidance concerning MPO activities, while also incorporating best practices as much as possible. Our host agency understands the DCTC's work responsibilities and accommodates staff to ensure planning goals are met. The DCTC, its committees, and member agencies continue to work well together and have demonstrated a strong willingness to meet our regional transportation goals.

10. Procurement

The DCTC certifies that the MPO and its sub-recipients have complied with FTA Circular Guidance 4220.1F (Third Party Contracting Requirements), maintained a written history of all FTA related procurements, and incorporated clauses and certifications for eligible FTA assistance program funding. This was most recently done in conjunction with OCTC for the Connect Mid-Hudson Transit Study.